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NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
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**DEATH.**  
On the 22 d May, at Florence, Italy, after a long illness FRANCIS HENRY BALFOUR, formerly editor of the "North China Herald and Daily News," aged 63 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD C LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, JUNE 23rd 1909.

So often during the past thirty years have the people of Macao been told that the Government at Lisbon has approved an appropriation for the dredging of the harbour, and then the local Government with absolutely no funds for the work, that very little serious notice appears to have been taken in the Colony of the recent news that the Home Government has voted for this purpose eighty-nine cents, equivalent to about \$180,000 Mexican. Where, it is asked, is this money to come from? The news reached the Colony by cable, and it is generally supposed that the meaning of the announcement is not that the Home Government will contribute this sum, but that it has simply approved the expenditure out of the funds of the Colonial Treasury, which, as everybody knows, is in a sadly depleted condition. However, His Excellency the Governor apparently lost no time in taking steps to start the work as soon as the sanction of the Home authorities was received. An official was dispatched to Kobe, to buy a dredger, and he has now returned with a dredging implement which our correspondent describes as "a grab." As the cost of it is stated to be only \$10,000, we can recognise it as something very inadequate for the purposes of the undertaking. Indeed, the entire appropriation for harbour works is not more than enough to purchase a suitable dredger at second hand. When the Hong-

kong Government, about eighteen months ago, wanted a dredger to prepare the site of the new typhoon shelter at Mongkok, they acquired one from the contractors for the Naval Extension Works for \$170,000, and considered that they had made a good bargain, as the dredger cost originally about twice that sum. Even were there no doubt about the \$180,000 for the work at Macao being forthcoming, it is only necessary to mention the cost of dredgers to indicate what justification exists for the belief expressed by our Macao correspondent that "no serious progress is possible with this work unless the Government entrusts it to a competent foreign firm or a responsible public company. Then we may have some confidence in this much-needed improvement being effected. But, as it is, the purchase of a ten-thousand dollar 'grab' is simply throwing dust in the eyes of the public." It can hardly be pleaded that the Portuguese authorities at Lisbon are ignorant of the character of the work which needs to be done. Nearly thirty years ago an engineer was sent out "to report on the works necessary not only for the improvement of the harbour of Macao, but also to prevent the continuous silt up which renders access to the harbour difficult and deteriorates the anchorage." The engineer submitted a report of 140 pages, in which he graphically described the deplorable condition of the port and indicated the works necessary to remedy the evil. But nothing was done to give effect to his recommendations. Other engineers have been sent out from time to time and made similar reports. The community by public petition has more than once earnestly appealed to the Government at Lisbon to authorise the purchase of dredgers by the Colonial Government out of the Colonial revenues. But the policy has been to drain the Colony of all its surplus revenue either for the benefit of Timor or to augment the revenue of the Home Government; and now that Macao has no surplus to deal with the authorisation has come for an expenditure of \$180,000 on harbour improvements. The provision of the money may not now be the only difficulty. Had the undertaking been commenced years ago, no obstacle would have presented itself, but now that Young China is clamouring for the recovery of "lost sovereign rights," it will probably be found that even if funds are available, political difficulties are not unlikely to arise. It is an open secret that the Chinese authorities do not view with complacency the claim of the Portuguese to exercise entire control over the inner harbour of Macao, and possibly something may be heard on this subject now that the Delimitation Commissioners are about to meet to discuss the vexed question of the boundaries of the Colony. Perhaps when these matters are finally settled we may hope to see a more serious attempt made to improve the harbour, but we very much fear that the undertaking is now beyond the financial resources of the Colony.

A meeting of the Legislative Council takes place to-morrow.

Over 3,000 houses at Kobe were flooded by a rainstorm on the 5th inst.

Three cases of plague from Kowloon districts were reported yesterday, bringing the year's total up to 115.

For carrying housebreaking implements Mr. J. H. Kemp yesterday sentenced a native to six weeks' imprisonment.

Mr. G. Haff, a clerk in the employ of Messrs. Hovest, Eberius and Co., fell from the back veranda of the top floor of the German Club yesterday morning and met with instantaneous death.

The typhoon warning received by the American Consulate-General at Hongkong from the Manila Observatory at 1.15 p.m. yesterday said: "Depression northern part China Sea advancing north westward."

General Joachim Machado and Senhor Cinatti, formerly Portuguese Consul at Canton, the Portuguese Commissioners for the delimitation of Macao, are expected by the P. & O. steamer Assaye, to-day.

Police Constable Conlan from Yaumati Police Station died at the Government Civil Hospital on Monday night, and was buried at Happy Valley yesterday afternoon, a large number of his comrades in the force attending the funeral.

We understand the following official changes are impending:—Mr. J. H. Kemp to succeed Mr. A. Seth (retiring) as Registrar of the Supreme Court; Mr. F. A. Hazeland to succeed Mr. Kemp as first Police Magistrate; Mr. J. R. Wood to succeed Mr. Hazeland as second Magistrate; Mr. G. N. Orme to succeed Mr. Wood as deputy registrar and appraiser at the Supreme Court; Mr. E. D. C. Wolf to assume the post of Head of the Sanitary Department; and Mr. E. O. Hutchison to succeed to the post of assistant Registrar-General.

Rear-Admiral von Ingenohl, second Admiral of the German cruiser squadron, has been ordered to take over the command of the squadron in the Far East.

A report on the French Budget for the year 1898 by the Councillor of H.M. Embassy at Paris shows that the contribution of Indo-China was \$546,000. The Chinese indemnity figured for 2444,868. Amongst the subventions granted to navigation companies a sum of \$238,253 is set down for the Indo-China and Japan service.

Since Prince Scipio Borghese carried out his motor ride from Peking to Paris, through Central Asia, the Chinese and Russian tea traders have had under consideration a proposal to export China tea by automobiles via the Gobi Desert. The tea merchants of Kiachta are now said to be busy organising a motor-transport service, which will ply between that place and Irkutsk, the nearest station on the Trans-Siberian Railway.

At the Magistrate's yesterday afternoon before Mr. J. H. Kemp sitting as coroner, and a jury, an inquiry was held into the circumstances of the deaths of two Chinese girls who succumbed to opium poisoning, at Kowloon City between the 14th and 17th inst. The medical officer in charge of the mortuary, deposed that the cause of death in the case of the elder girl was due to consumption of the brain, while in the case of the younger death was caused by opium poisoning. A verdict was returned in accordance with the medical evidence.

Among the bequests made by General Sir Julius Augustus Robert Raines, G.C.B., recently deceased, is that on the death of his wife the testator left to the Victoria and Albert Museum, South Kensington, on the understanding that the whole collection shall be placed in two or three upright glass cases to be labelled "General Sir Julius Raines' Bequest," two pale green jade seals weighing 4½ lbs. each, formerly used by the late Dowager Empress of China, and a red and gold lac stand for them, and the two yellow satin gold embroidered wrappers for them, as well as the gold lac box of the 17th century in which they are now kept.

Japan papers state with reference to the court-martial held on two petty officers of Admiral Harber's squadron, that it is alleged that the theft was committed on May 31st while the officers of the destroyer were ashore together with those of the other ships in connection with Memorial Day celebration. The two warrant officers concerned, availing themselves of the absence of their officers, landed about 300 keumme (1 keumme being about 8 pounds) of brass gran fittings (valued at \$2,000 at the English market). After having paid import duty, they sold the articles to three Japanese dealers in old metal. The proceeds amounted to over ¥600.

In commemoration of the establishment of the city of Yokohama fifty years ago, it was decided at a meeting of Japanese and Foreign Residents, held on the 1st June, that Thursday, the 1st of July, should be observed as a holiday throughout the city. To celebrate the event it is proposed to entertain the city's guests, and to hold a festival at a cost not to exceed ¥25,000, of which sum the Yokohama Municipal Assembly will provide ¥3,000. Subscriptions for the balance of ¥22,000 are invited from Japanese and foreign residents of Yokohama. For the purpose of permanently commemorating the establishment of the city, it has been resolved to build a Municipal Hall on the site previously used by the City Office at the corner of Honohori. This hall will be available for the use of residents of Yokohama for public purposes. Subscriptions to the amount of ¥500,000 are solicited to build, equip, and endow this Memorial Hall. The Yokohama Foreign Board of Trade, at the request of the committee appointed to raise funds for the entertainment and the permanent memorial, has consented to receive subscriptions from foreign residents.

**PIRATICAL ATTACK NEAR MACAO.**

Our Macao correspondent writes:— "Last Thursday night the Macao police received a signal that Colowan was being attacked by pirates. A posse of police, in charge of a sergeant, was dispatched, but it was remarked that the officer in charge at Colowan returned and stayed the night at Macao! The gunboat Rio Lima did not proceed to the scene of the conflict until ten o'clock on Saturday morning. There's activity for you!

"The harbour police on Friday morning seized a couple of junks with large quantities of arms and ammunition on board. Two days previously two junks similarly laden were seized in Praia Grande Bay.

"Great numbers of pirates are about just now, and the police are making daily arrests. "It appears that an attempt was made to capture Colowan."

**THE INDO-CYLON RAILWAY.**

PROJECT SANCTIONED BY SECRETARY OF STATE.

The Secretary of State has formally sanctioned the Indo-Ceylon Railway connection project, as recommended by the Conference which met at Rameswaram last cold weather, at which Sir Arthur Lawley, Governor of Madras, and Sir T. Wynn, Chairman of the Railway Board, were present. The scheme provides for the construction of a viaduct across the Pamban Channel, and extension of the South Indian Railway over the Rameswaram island to Danceshikidi; and the extension of the railway system to Manar, and the establishment of a ferry service between Danceshikidi and Manar. The South Indian Railway will raise the necessary capital to finance the scheme.

The project for a ship canal, and the establishment of Port Amphill has thus been abandoned.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

[RECEIVER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

**THE UNITED STATES AND THE SZECHUAN LOAN.**

THE BRITISH REPLY.

LONDON, June 22nd.

The British reply to the representations of America concerning the Hankow-Szechuan railway loan did not partake of the nature of a protest. On the contrary, the Government cordially welcomed American co-operation in China, while expressing the hope that in the present case America would raise no difficulties likely to delay the Chinese imperial sanction of the loan.

Reuter learns that arrangements satisfactory to all parties are expected and that the American protest to China may be waived.

The telegram sent on the 17th inst. has apparently been misread in China.

[The telegram referred to was as follows:—Mr. Whitelaw Reid, the U. S. Ambassador to London, has made formal representations regarding the participation of America in the Szechuan railway loan; but in view of the fact that he desires to participate in the negotiations were in progress in 1905 it is hoped in London that the claim will not be pressed, although the future participation of American capital would be welcomed.]

**THE COST OF RADIUM.**

LONDON, June 22nd.

Lord Iveagh and Sir Ernest Cassell have ordered 7½ grammes of radium from the British Metalliferous Mines in Cornwall for the Radium Institute.

The price works out at £114,000 per ounce.

**THE NEW YORK SENSATION.**

ARREST OF THE ALLEGED MURDERER.

LONDON, June 22nd.

Leon Ling, who is alleged to have murdered General Franz Sigel's grand-daughter, is the owner of several shops.

He has been arrested at Schenectady.

The police ascribe the tragedy to jealousy of the girl's relations with another Chinaman. The latter has been detained as a witness.

**A CHINAMAN ON "A WHITE AUSTRALIA."**

LONDON, June 22nd.

The President of the Chinese Merchants' Society speaking at Sydney said that if Australia adopted sweeping indiscriminate legislation against the Chinese it would be difficult to establish commercial relations with China. The Chinese acquiesced in a White Australia policy, but objected to its enforcement being based on the supposed inferiority of the Chinese. He appealed to Australia to discard colour prejudice and race bigotry.

[FROM THE MANILA "CABLENEWS."]

**THE U. S. SENATE AND THE PHILIPPINES.**

WASHINGTON, June 15th.

Today was given over to the Philippines in the United States Senate. That part of the Aldrich bill that relates to the archipelago was taken up for debate and lasted the House throughout the day. The discussion leaves the friends of the islands very hopeful for the outcome. The most encouraging features of the debate were the speeches of Senators Brandegee and Bullock from Connecticut. These senators, who have heretofore been the bitterest opponents of the concessions to the Philippines contained in the bill, to-day said they were satisfied with the provisions of the bill and declared their opposition to the measure at an end.

Senator Bristow of Kansas made a striking speech on the bill. Senator Bristow took an extreme view of the duty of the United States to the Philippine Islands. He declared that the nation should put up no bars against the staple products of the islands. He made light of the talk that the islands are able to injure the

industries of the United States by competition. Senator Bristow closed his address to the Senate with a strong plea for the absolutely free entry of Philippine sugar and tobacco to the markets of the United States.

Senator Bristow was followed by Senator Francis G. Newlands, of Nevada. He opposed the concession contained in the bill in favor of sugar, and claimed to have his opposition on the fact that tariff concessions and the United States will permanently bind the islands to the States and prevent the future independence of the archipelago. At this declaration Senator Aldrich, the father of the bill, laughed as if to intimate that he had no faith in the professed concern for the future of the islands on the part of Newlands, but believed that the Nevada Senator was directing his thunderbolts against the sugar concession on purely mercenary grounds as the employee of the sugar interests of his section or of the sugar trust.

**SANITARY BOARD.**

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. R. O. Hutchison presided, and there were present Hon. Mr. P. N. H. Jones (acting Vice-President), Colonel Bedford, Hon. Mr. A. W. Brewin (Registrar-General), Mr. A. Shelton Hooper, Hon. Mr. E. A. Hawott, Dr. G. H. L. Fitzwilliams, Mr. Ho Kom Tong, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

SECTION 175.

A reply was read from Government relative to the advice of the Law Officers re exemption from the provisions of section 175 of Ordinance No. 1 of 1903.

Consideration of the matter was adjourned, the Government having added a second paragraph to their letter, which is to be re-circulated.

**MALARIA AT SHAUKWAN.**

The committee appointed to report on the condition of Shaukwan—Hon. Mr. P. N. H. Jones, Colonel Bedford and Dr. Fitzwilliams—submitted the following report:—

(A)—The Committee concur generally in the description of Shaukwan, and the conditions there existing, as given by Colonel Bedford in his address to the Board, when moving the resolution on May 11th.

(B)—The Committee are of opinion that the conditions now obtaining at Shaukwan are sufficient to explain the existence of malaria amongst the troops, and others residing in proximity to or having to pass through the village.

The Committee now recommend:— (C)—(1)—That the undergrowth and scrub be cut down and removed by the authorities concerned, from the western slope of the Lyemun cliff, situated between the village below and the barracks above, the trees and small herbage being allowed to remain.

(2)—The reclaiming of the bay (as approximately shown in attached plan) to the extent originally planned by the Public Works Department; or if funds will not permit of this, then to lower water mark, as also shown in plan. This would remove the nuisance now complained of, so far as the extensive area of stinking mud, left exposed for many hours each tide, is concerned. It would permit of the regular training of the now irregular and offensive estuaries which debouch upon and trickle over the foreshore, forming pools and water holes in their course; and would force a large portion of the boat population, which is now crowded and huddled close in shore, to evacuate this part of the harbour, and thus eliminate to a great extent the filth-producing agents now living there.

(3)—The training and curbing of the stream running along the high road through the western portion of the village, between the slaughter-house and bridge No. 11.

(4)—The training of the nullahs running to bridges Nos. 11 and 12.

(5)—To do away with, either by purchase, compensation or otherwise of the plots of cultivated ground immediately below and to the east of the Saiwan Road. The ground wherein these plots are situated, being below the level of the road, are liable to be covered with the water used for irrigating them, and are difficult to drain. The abolition of this area of cultivation would also remove the danger from the water channels and sump pits now used.

(D)—The committee noticed a pond at the village temple which is apparently used for rearing frogs. This pond has been examined on several occasions, but no larvae have yet been discovered. It is, however, a possible source of danger and should be kept under observation, and if larvae are detected in it at any time steps should be taken accordingly. The immunity from larvae is probably due to the large number of frogs and tadpoles in the water.

(E)—Lastly, the committee are of opinion that if the above recommendations are given effect to the whole condition of the eastern portion of the village of Shaukwan will be vastly improved, the health of its inhabitants and the troops quartered at Lyemun greatly benefited, and the risk from malaria materially diminished.

Mr. HOOPER minuted—The Government should give effect at once to the recommendations made by the committee.

The PRESIDENT moved that the report be adopted, and that the Government be requested to give effect to it as soon as possible.

Mr. HOOPER seconded.

The REGISTRAR-GENERAL—I should like, before agreeing with the motion, to hear a little more about the foreshore and malaria. I did not know before that foreshore covered with salt water could be breeding ground for mosquitoes. The people who live there, the boatpeople, are a very useful section of the community, and a people we cannot very well do without. If it is necessary to remove them I hope the government will

find some other place where they can put their boats ashore under proper police protection.

Colonel BEDFORD explained that one of the great objections to the present foreshore were the nullahs which made waterholes in their course, and which waterholes at very high tide were not washed out. Another objection was the terrible smell which existed there during the whole of the summer. He thought most people were satisfied that the bottom of the bay was nothing more or less than a deposit of excreta, which was lying there at low or high tide. He did not say that the smell had anything to do with the introduction of malaria, but as the Committee pointed out, the nullahs could be effectually trained until they reached the sea. He presumed that the reclaiming of the foreshore would not entirely force the boat population out of the bay, although it would certainly put them further from the shore.

**KOWLOON CONSERVANCY CONTRACTOR FINED.**

A complaint against the Kowloon Conservancy contractor was dealt with.

Dr. FITZWILLIAMS minuted that the man did not seem either capable or willing to fulfil his contract, and he thought it should be cancelled. The man had been threatened by the Board, and therefore probably only laughed at similar charges.

Mr. HOOPER suggested that if the further charges were proved the man should be fined the maximum penalty. The speaker wished to know how many specific charges there were for which the contractor would be liable under his contract to a penalty in each case.

The PRESIDENT—There are four main charges.

The contractor was called before the Board, and on the charges being considered, his fees find \$25 each on three of the four charges preferred.

On the suggestion of the REGISTRAR-GENERAL it was further agreed that arrangement should be made in case the Board found it necessary to cancel the contract, as the work could not be allowed to be undone for one day.

**RAT RETURNS.**

The return of rats caught for a number of months past was laid on the table. Colonel BEDFORD minuted—In view of the extensive area of goldens and wharves at Kowloon, and of the prevalence of plague on that side of the harbour, the number of rats caught in Kowloon appears to me unsatisfactorily few.

**THE EXPECTED RETIREMENT OF SIR JOHN FISHER.**

PROSPECTIVE CHANGES AT THE ADMIRALTY.

The full statement published in London regarding the prospective changes of which Reuter recently advised us is as follows:— It is reported that Sir John Fisher will retire from his post as First Sea Lord of the Admiralty on Trafalgar-day—next October—and that the King will confer a peerage on him in recognition of services to the Navy.

According to present arrangements Sir John Fisher will be succeeded as First Sea Lord by Admiral Sir Arthur Moore, until lately commander-in-chief on the China station.

Admiral Moore recently intended to retire, but altered his plans by special request of the Admiralty.

When Sir William May, at present Admiralissimo of the Main Fleet, comes to the end of his term of command he will take the place of Sir Arthur Moore at the Admiralty. The First Sea Lord entered the Navy in 1854, and served in the Crimean war, the Chinese war of 1859-60, and the Egyptian war of 1882. He has been commander-in-chief on the North American and Mediterranean stations, and before Lord Selborne took him to the Admiralty he was commander-in-chief at Portsmouth.

Sir A. W. Moore has been in the Navy since 1860. He was a Junior Sea Lord in 1901.

**REUTER'S TELEGRAM COMPANY.**

Admiral Sir John C. Dalrymple-Hay, who presided at a meeting of this Company last month, said that the outstanding feature of the company's operations during the past year had been the incessant and growing demands of the news department, for before one excitement had subsided it was succeeded by another, so that for the purveyors of the world's intelligence the day appeared to have passed by when it was possible to recoup in quiet times for the heavy expenditure incurred during periods of political activity. Now that nearly all the nations of the earth had adopted Parliamentary institutions the increased expenses had come to stay. In India their service had given them some anxiety, and they were taking steps to place matters upon a satisfactory footing. They continued to pay special attention to their business in China, but progress there was slow. After alluding to the satisfactory special services that had been rendered by the correspondents of the company in various parts of the world, the chairman said that the greatest journalistic coup of the year was the news received at Melbourne by wireless telegraphy from Suva (Fiji) of the progress of the American battleships when 1,200 miles away from Fiji.

**LORD KITCHENER'S VISIT TO JAPAN.**

The manoeuvres which Lord Kitchener will witness in Japan (Kyushu) will consist of operations in which four army corps, numbering 80,000 men, will take part. The army corps to be employed are the 5th, 12th, 17th, and 18th. Cavalry manoeuvres for the brigades will precede the Imperial manoeuvres and take place in Northern Japan at the end of October, with Morioka as a centre. Two experimental batteries of horse artillery are to be formed for the cavalry manoeuvres, the use of these units having been demonstrated in the Russo-Japanese war. By the time the Imperial manoeuvres take place, the seven additional divisions raised since the war will be effective, as well as two new cavalry brigades. These additions will form an object of great interest to Lord Kitchener.

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## THE ALLEGATIONS AGAINST A SOLICITOR.

SIXTH DAY.

The Full Court (their Honours Sir Francis Pigott, Chief Justice, and Mr. H. H. J. Gompertz, Puisne Judge) yesterday resumed the hearing of the case in which Mr. C. F. Dixon was called upon to show cause why he should not be struck off the roll of solicitors.

The application was made by Mr. Eldon Potter, who was instructed by Mr. C. U. Wilkinson (of Messrs. Wilkinson and Griest), while Mr. Dixon was represented by Mr. J. Scott Harston (of Messrs. Evans and Harston).

Mr. Calthrop resumed his cross-examination of Tam Wing Kwong, interpreter in the office of Messrs. Hastings and Hastings, with reference to his interviews with Mr. Hung, Mr. Hastings refused to believe what witness said regarding Mr. Dixon and he told Mr. Hung that he would have to make the matter clear himself.

Mr. Hung said he could not tell Mr. Hastings without incriminating himself, and Mr. Hung suggested he should return to the office and Mr. Hastings could keep a watch on Mr. Dixon that he should not repeat what he had done. Witness mentioned the matter to Mr. Hastings, who said that Hung must make the matter clear about Mr. Dixon before he would consent to take him back. A few days later he saw Mr. Hung and informed him that Mr. Hastings wanted particulars of the money alleged to be taken. Witness added that Hung should go to Mr. Hastings and make the matter clear. Hung promised to do so and witness left.

Did you have an interview after this?—In May.

When was the next?—About a week later. What took place then?—He told me he had seen Mr. Hastings, who asked him to give particulars of the money taken by Mr. Dixon, and he refused because he thought Mr. Hastings would take proceedings against Mr. Dixon.

What else?—He asked me to tell Mr. Hastings that he could not point out any case in which Mr. Dixon had taken money.

Did he say anything about coming back as interpreter?—No he was afraid he would be asked to give particulars.

How did you know that?—Because when it was suggested Hung should come back he wished to do so without giving particulars.

There was a suggestion that Hung should come back to the office?—Yes.

Did you support the suggestion?—Yes. If you wanted Mr. Dixon to remain in the office and Mr. Hung to come back, why did you say anything at all to Mr. Hastings about this matter?—At the time when I spoke to Mr. Hastings about what Hung said I did not expect anything of this sort would ensue.

Wasn't it likely that some proceedings would be taken when that information was given?—At my interview with Mr. Hastings I told him Hung was afraid if he gave particulars that proceedings would be taken, but Mr. Hastings assured me he would keep the matter silent. He would give Mr. Dixon a month's leave to go to Yokohama so that no one would know.

Who said that?—Mr. Hastings. He told you all about it?—Yes, he said that Mr. Dixon could go on leave and not come back again.

Witness then detailed his interviews with Hung as to coming back and the discussions as to his salary. Hung suggested that his salary be increased to \$225 a month, but Mr. Hastings said he would need to have Mr. Dixon's case cleared up first. After witness told Hung he would have nothing more to do with it, Hung came to the office and saw Mr. Hastings. Some time later he was at Hung's house and Hung asked him about the matter. He replied that it was dropped.

What was Hung doing at that time?—Staying at home.

Did he say anything to you about getting employment?—He said he was going to Brutton and Hett's.

When did he go there?—I don't know. You know he went?—Yes.

Have you been to see him there?—Yes. When did you first go to see him at Brutton and Hett's?—After I made my declaration in this matter.

How long afterwards?—The day after.

What did you go there for?—To see the cashier, and at the same time I saw him.

What did you say to Hung?—I told him I had made a declaration in this matter.

Did you tell him what you said in that declaration?—Yes.

What else?—I told him he was not concerned in the matter.

Anything else?—He asked when the case was coming on, and I said "Friday next."

Why did you tell Hung he was not concerned in the matter?—Because he asked me.

What else did you tell him?—No more about this matter.

When did you next see him?—On the day Kwong Hui Tong made a declaration.

Why did you go to see Mr. Hung?—Because Mr. Hastings asked me to go and see him and ascertain if Wong was telling the truth.

Where did the interview take place?—In his house.

Who else was present?—Only Hung and myself.

What took place?—I told him Wong Hui Tong had made a declaration and what Wong had said in the declaration.

Did you take the declaration with you?—No. Did you remember it by heart?—Not word for word. I remember what he said because I took it down in shorthand myself.

What did Hung say?—He said it was a matter of fact that such things had occurred.

The Chief Justice.—That what Wong said was true?—Yes.

Cross-examination continued.

Did he say anything else?—He said he did not want to go to court to give evidence.

Why?—Because he said he had a hand in the matter.

What else?—I asked what would he do if Mr. Dixon subpoenaed him to give evidence. He told me he could not stand cross-examination and he must tell the truth then.

Did he say anything else?—He said Mr. Lo Chi San, the late Mr. Harding's interpreter, went to see him and asked him to make a declaration in support of Mr. Dixon. He told him the same thing that he told me, that he did not want to come to court because he could not stand cross-examination and would have to tell the truth.

Did you see him again that day?—No, I have not seen him since.

Do you know where he is?—I understand he is in Canton. I heard so from his son.

You remember soon after Hung left Mr. Hastings' office you suggested somebody else should come as interpreter?—Yes.

Was it suggested that Lo Chi San should come?—I don't know.

Witness said he thought it was suggested before Hung left that Mr. Lo should come as interpreter, and he told Mr. Hastings that if Lo came into the office he would resign.

Witness knew Mr. Dixon was suggesting that Lo should come into the office.

Were you annoyed at Mr. Dixon for recommending Mr. Lo?—No.

You did not want him to come?—No.

Wasn't it a fact you wanted Hung to come back to prevent Lo coming?—No, because at that time we had a new interpreter.

Did he take Mr. Hung's place?—He took the place where Mr. Hung used to sit, but I don't know whether he was considered to be chief interpreter or not.

Is Chan supposed to have replaced Hung?—I don't know.

Is he as capable an interpreter as Mr. Hung?—No, but he can translate better.

Can he interpret properly?—What do you mean by properly?

In your opinion can he interpret properly?—Yes.

But not as well as Hung?—No.

The Chief Justice.—I don't know that we want to go too deeply into the merits of Mr. Chan.

The Puisne Judge.—We have got his merits, but we don't want his life history.

When you first saw Mr. Hastings on 2nd February why didn't you tell him you saw Mr. Dixon put money in the drawer?—Because I did not think he had done anything in that case. I doubted at that time whether Mr. Dixon would have done such a thing.

Didn't you think it very strange that Mr. Dixon should keep this money?—I think he might take it for granted that I would think he was paying the cashier.

If he did not pay the cashier there would be a check on it, because you saw him put the money in the drawer?—Yes.

On the 2nd February did you go in to see Mr. Hastings about Mr. Dixon?—About that time, I can't remember the day.

Did Hung go with you?—No.

Did you report that Mr. Dixon had taken money?—I related my interview with Mr. Hung.

You did not say Mr. Dixon had taken money, but you said Hung had told you?—Yes.

Why didn't you get Mr. Hung with you?—I did not think it was necessary.

You knew nothing about the matter?—Yes.

Why didn't you get Hung to tell the story?—Because I did not think it necessary.

How long have you been in a solicitor's office?—Five years.

Didn't you think it very important?—I did not think it very important.

You did not think it very important that Mr. Dixon should be charged with embezzling money?—I did not think it important to tell Mr. Hastings.

Did you think what Mr. Hung said was important?—Yes.

Didn't you think it was better that Hung should tell his own story rather than that you should tell it if it was so important?—I never thought about that at the time. I told Mr. Hastings about it after my work.

When did you first make up your mind to tell Mr. Hastings about this?—On the day I told him.

Some days after Hung told you?—Yes.

More than ten days after Hung had told you?—About that.

What caused you to make up your mind to tell Mr. Hastings?—Because Hung told me it was very dangerous for him to remain in such a position and that was why he left.

The Chief Justice.—That is not the question. Why did you take ten days to make up your mind?

Witness.—Because there was no proof of Hung's story.

Mr. Calthrop.—When you told Mr. Hastings there were no proofs?—No.

Then why did you tell Mr. Hastings if there were no proofs?—I thought it was the best thing to do.

What would be the first business day after China New Year?—The third day of the year.

That is the 25th. That was when you went back to the office?—Yes.

You did not tell Mr. Hastings then?—No.

Why?—Because I had not made up my mind. Didn't it strike you as curious that Mr. Hastings should think of taking back Hung as interpreter if he admitted taking some of the money?—Mr. Hastings said he would consider it.

Don't you think it strange that he should consider such a suggestion?—I thought he might have said so in order to get information out of him.

With regard to the balance in the Wan Hi case, you say \$20 would have to be paid because Wan Hi had agreed to pay \$50 in all?—Yes.

You knew in some cases when practically very little work is done a smaller sum than that agreed is taken?—Yes.

And you knew Mr. Dixon only went to the Magistracy for a very brief time?—Yes, but Wan Hi came to the office to pay. He didn't know the case was withdrawn; he thought his friend was liberated owing to our efforts.

Didn't you make a record declaration on the 11th of June?—Yes.

Why did you make it?—Because I was asked to make it.

Why didn't you set out fully the conversation you had with Hung on the 5th of June?—I didn't think it necessary to set the whole fact out.

Had you at that time seen the second affidavit made by Mr. Dixon?—No.

Then how did you know that it was enough to support the summons if you did not read Mr. Dixon's affidavit?—Because I was told that Mr. Dixon's affidavit set out a lot of things about Mr. Hung, so I was asked to make a declaration about Mr. Hung.

Had you been given the details of Mr. Dixon's second affidavit?—Not at the time I was asked to make my declaration.

How could you then know your declaration was sufficient?—Because my declaration was a summary of what took place in conversation.

Re-examined by Mr. Potter.—Was the suggestion that Mr. Hung should come back made by you or Mr. Hastings?—It came from Hung and I supported it.

Did it come from Mr. Hastings?—No; he said he would consider it.

Jemadar Gulab was then called to give evidence.

Were you a jemadar in the Hongkong Police Force?—Yes.

How long for?—I was jemadar for one year.

How long were you in the Police Force?—17 years.

Did you in January last go to Messrs. Hastings and Hastings?—Yes.

What about?—For my case.

What case?—I was dismissed from the police, and I wanted to get a pension from the Government.

Who did you see?—I went to Mr. Dixon first. Did he take charge of your case?—Yes.

Do you remember paying him on the 27th of January \$40?—Yes.

Did you pay it to him yourself?—Yes.

Did you get a receipt?—No, I did not ask him for one.

On March 3rd, you paid \$50?—Yes.

Cross-examined by Mr. Calthrop: Are you quite sure you paid \$40 and not \$30?—I paid \$40.

What makes you remember so particularly that you paid \$40?—I gave him four ten dollar bank notes and made a note of the date in my pocket-book.

You made a declaration in this matter on 27th May?—Yes.

Why didn't you say in that declaration that you made a note of the date?—I was not asked.

You were not told at the time of the declaration that Mr. Dixon's books showed only \$30 had been paid?—No.

Mr. Hastings did not tell you that?—No.

If his books had shown \$30 and not \$40 and you had been told that, would you have been prepared to swear that?—I swear I paid \$40.

When did you first see Mr. Hastings?—I did not go to see Mr. Hastings until after the 27th of May.

What made you go there?—I used to go frequently to see how my case was standing.

Did you speak to Mr. Hastings in English or was there an interpreter?—I spoke to him myself.

Then you understand the questions I am putting to you without an interpreter?—I can't say I understand everyone of the questions. Since I left the police force I am a bit deaf.

If I speak loud enough do you understand me?—Yes.

After the statement was taken down what happened?—I left the office.

When did you next see Mr. Hastings?—I had been many times afterwards, and on one occasion I was told my case would not be put before the Governor in Council.

When did you next see Mr. Hastings with regard to the payment of \$40?—I did not go to him again.

Have you seen Mr. Hastings in connection with the present inquiry?—No.

Do you know what this inquiry is about?—No.

Do you know what the matter is concerning which you made a statement?—I was asked to make a statement.

Who asked you?—About ten days after the 27th January I went to the office and Mr. Hastings asked how my case was going on. I said Mr. Dixon said he would write to the Governor. Then he asked how much I had paid to the office and I said \$40. Then he took down my statement.

What happened?—Then I signed the statement.

Who was present?—Nobody was present, but Mr. Wilkinson came in and signed the statement.

Did you go to any solicitor's with regard to your case?—I went to Mr. Wilkinson and got a petition sent to England.

What made you change from Mr. Hastings to Mr. Wilkinson?—Because Mr. Dixon told me they would charge me \$200 for sending a petition to the Secretary of State. I thought that was too much.

Did you not have an interview with Mr. Hastings and Mr. Dixon as to the cost of sending a petition to England?—I only went once. I saw Mr. Dixon alone.

Did you not have an interview with Mr. Hastings and Mr. Dixon?—Yes, many times.

And wasn't the cost of sending a petition to England discussed at these interviews?—Yes. Mr. Dixon sometimes told me alone they would charge me \$200, and sometimes Mr. Hastings and Mr. Dixon said so.

Why did you say you did not discuss it with Mr. Hastings?—Mr. Hastings and Mr. Dixon told me the cost of sending a petition to England would be \$200.

Was that in addition to what you had already paid?—Yes, \$200 in addition to the \$90 paid already.

Do you know Alannah?—No.

Do you know an Indian draper?—There are many Indian drapers.

Do you know one who lives over Mr. Hastings' office?—No.

Have you ever spoken to any Indian about this case?—I can't remember.

Do you remember any Indian in Mr. Hastings' office asking you about it?—I can't remember.

Didn't you tell an Indian you met in the building where Mr. Hastings' office is that you had paid \$50 for this case?—No.

How was it you came to leave the police force?—A made-up case was brought against me.

What was this case about?—An indecent charge.

With whom was this charge of indecency made?—A Chinese lunkong.

And you were in consequence of that dismissed from the force?—Yes; that is so.

And lost all your pension?—Yes.

Did you before you left the force sign a confession of your guilt?—No; I did not sign a confession. I said I had witnesses who could give evidence for me, but they were not called at all.

Did you sign a document?—I did sign something which the Assistant Superintendent of Police made me sign. He said he would write the Government about my pension.

Did you sign a blank piece of paper above which the Assistant Superintendent of Police wrote something?—Yes.

Re-examined by Mr. Potter: Did Mr. Wodehouse give you a character when you left the police force?—Yes.

Mr. Potter then read the character, which was couched in complimentary terms, saying that it was, however, necessary in the interests of discipline that the offence should not be over looked.

This concluded the case for the applicant.

MR. DIXON IN THE WITNESS BOX.

Oliver Fletcher Dixon said he came from Northwich in Cheshire. His father was a solicitor practising in Northwich and Warrington. He was in business for himself and had been in practice for 40 years on his own account. He had a partner until about 20 years ago. Witness had five brothers, two of whom were in the legal profession. The elder was articled in Liverpool and was now a partner in the firm of Martin and Dixon at Northwich. His other brother passed his final examination last June and was now with his father. Before witness came out here he communicated with Mr. George Hastings on his father's notepaper and during the four years he had been here he had been on fairly friendly terms with Mr. George Hastings, with whom he had talked occasionally over family affairs. Witness was articled to a firm of solicitors, Thomson and Macmaster, in Liverpool in 1894, and after he passed his final he was engaged as conveyancing clerk in the city of Hereford, where he remained two years. From there he went to the firm of Simpson and Simpson in Leeds and remained there two years, when he went to his father with the idea of managing his Warrington practice. He was with his father a year before he came out here. Witness got into correspondence with Mr. George Hastings through answering an advertisement in the *Law Times* and had an interview with Mr. Hastings in Preston. Mr. Hastings said he was acting on behalf of his brother, Mr. John Hastings, of Hongkong. He told witness the salary his brother was prepared to pay and said he was coming out to join his brother with a view to succeeding him in the business. Witness discussed the terms and witness asked what were his prospects if he came to the East. Mr. Hastings said that if he suited he should eventually obtain a partnership. Witness furnished him with testimonials and health certificate and entered into a four years' agreement. He arrived here on 6th October, 1904. Under that agreement he was paid £325 a year. He stayed at the Peak Hotel on first coming here and shared a room with a man. He thought it cost him about \$110 a month. He had very little other expenses that year. They would not average more than \$150 a month. During that year he received something like \$275 to \$300 a month. He saved more than \$100 every month. When he had been here six months Mr. Hastings went home on leave and he gave witness an increase in salary before he left.

Why?—One reason was that exchange went up very high and I complained.

When did you get the next rise?—Probably in October, 1905. Under my agreement I was entitled to £225 rise after my first year.

Did you get a rise after that?—I don't think I was entitled to a rise in the second year. I was asked to be put on a dollar basis. I was paid sterling, but on a fixed dollar basis of 1/11.

Before Mr. Hastings left in 1907 what did you do?—I communicated by letter to Mr. George Hastings.

What about?—I asked for something more definite than a verbal promise that I should have a partnership.

Have you a copy?—I made a draft before I sent it and have the draft now. Negotiations for the agreement were carried on between Mr. John Hastings and myself.

What agreement?—My second agreement in 1907.

Had Mr. George Hastings been made a partner?—In January.

After this did you get the agreement of 17th April, 1907?—I did.

In the month before March you were acting in the Renter, Brockelmann case?—I was acting for the Kwong Hing Cheong firm who brought an action against Renter, Brockelmann & Co.

Who were the plaintiffs?—The Kwong Hing Cheong firm of silk merchants. Large sums were paid on account of costs amounting in all to \$13,000 or 14,000, a good deal of which was paid to me personally in fairly large sums.

Whenever I received the money myself I entered it in the rough cash book. The entries indicate who receive the money, the signatures on the receipts do not count for much. Your I should probably remember some of those receipts were signed by Mr. George Hastings, although my writing appears in the cash book. I should say a great deal of this money paid in respect of costs was not paid by the witness Wong Hui Tung himself, but paid by his agent in Hongkong. He was always careful to obtain a receipt when he paid money and to have it translated by the interpreter. Both he and his agent were careful men.

On January 27th, 1908, what was the state of the action?—I should imagine that the pleadings were about closed.

There is an entry, \$500 on account of costs?—Yes.

In whose handwriting is that?—Mine.

Was anything else paid to you by the Kwong Hing Cheong on that day besides the \$500?—No.

Did you ask Wong to lend you any money?—I did not.

Does Wong talk English?—Not a word. Hung always acted as interpreter.

Did you receive \$200 that day as a loan?—No. Did you receive it as a present?—I did not.

Look at the 15th May. Kwong Hing Cheong further on account of costs, \$350.

Did you receive that money?—I think so. It is in my handwriting.

On that occasion did you ask Wong Hui Tung for any money?—I may have asked him for the \$350. Probably I asked him for that on the previous day.

Did you ask him for a loan?—I did not. Did you ask him to give you any money?—I did not.

Is it true he paid you \$150 for yourself?—It is not true.

Look at 23rd June. Kwong Hing Cheong, action against R. B. and Co., further on account of costs, clients \$1,500.—That would go to the clients account.

Did you receive that yourself?—I think so. It is in my handwriting.

Did you ask Wong Hui Tung for any money on that occasion except \$1,500?—I did not.

Did you receive any money from him except the \$1,500?—I did not.

It is untrue when he says he lent you \$200 on that day?—It is untrue.

Will you look at the entry 29th June? Kwong Hing Cheong firm further on account of costs, clients \$3,500.—That is in Kent's handwriting, I think.

Did you receive that \$3,500?—I did not.

Do you know who received it?—It was received on the 27th, two days previously, by Mr. Hastings, but the bank being closed it was kept in the safe.



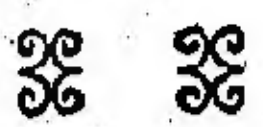




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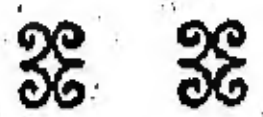
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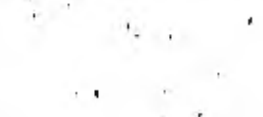
### Perfect Personal Cleanliness.



### Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

### Freedom from Skin Irritation.



### Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

# BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

## "BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE making it for playing purposes as good as new.  
(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS,  
THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES ACCESSORIES  
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,  
BOMBAY.

Hongkong, 6th April, 1904.

**KEATING'S  
WORM TABLETS**

A purely  
Vegetable  
Sweetened  
all Druggists  
Keating's Worm Tablets furnish a most  
agreeable method of administering the  
only certain remedy for intestinal or  
Thread Worms. Perfectly safe, mild,  
and especially adapted for children.  
To be obtained of all Druggists.  
Proprietors, THOMAS KEATING  
London, Eng.

**APIOLINE**  
(CHAPOTEAUT)

For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.  
Prescribed by the highest French  
Medical authorities and superior to  
Tansy, steel Drops and Penny royal.  
CHAPOTEAUT, 8, rue Vivienne, Paris.  
Sole by all Chemists.

## APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the  
Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE.—A Wineglassful in the morning  
before Breakfast.

**THE NEW FRENCH REMEDY.  
THERAPION**

This medicinal preparation is used in continental  
hospitals by Ricord, Rostan, Jobert, Velpeau and  
others, surpassing everything hitherto employed.

**THERAPION No. 1**  
is a remarkably short time, often a few days only,  
removes all discharges, restores the system, and  
the use of which does irreparable harm by laying the  
foundation of a permanent cure.

**THERAPION No. 2**  
for blood poisons, leucorrhoea, gonorrhoea, etc. It purifies the  
blood, restores the system, and removes all discharges.  
It is a powerful and reliable remedy for all these affections.

**THERAPION No. 3**  
for rheumatism, neuralgia, sciatica, etc. It removes all  
discharges, restores the system, and removes all discharges.  
It is a powerful and reliable remedy for all these affections.

## THE LATE MR. C. MORRISON.

ESTATE OF £12,000,000.

The City Editor of the Daily Telegraph writes:  
By the death of Mr. Charles Morrison the financial world has lost an important pillar. Owing to the vast wealth which he had accumulated he was able to be of the greatest assistance in times of stress, and when once he was satisfied that an undertaking was sound he was never afraid of locking up his money in it. His fortune is estimated at about £12,000,000, and when it is remembered that he inherited over a million from his father, that he was a bachelor, and had no tastes that could possibly be considered extravagant for a millionaire, the ease with which an enormous sum could be obtained merely from the re-investing of unspent income will be realised.

His father was the founder of the great firm of Morrison, Dillon, and Company—Manchester warehousemen—which was converted in 1894 into the Fore-street Warehouse Company (Limited). This undertaking was launched with a great flourish of trumpets, but like many other firms it succumbed under limited liability has not been too conspicuous, and dividends have recently been very moderate, while for 1903 there was an actual loss on trading. It was said that in his younger days he used to sit up all night to work in his mother's house in Harley-street, because the noise during the day disturbed him, and in consequence he was a late riser, and was seldom seen in the City before the afternoon. His whole life was devoted to taking care of his securities, and the intelligent employment of the large capital which he possessed. He had a decided predilection for high interest-bearing securities, his view being that the larger income enabled an insurance fund to be created against the risk of loss of capital. Underwriting naturally appealed to him, as in such business he was able to secure the most favourable terms, and it was immaterial to him whether he had to take up what he had underwritten or not.

Mr. Charles Morrison was not in the least a speculator in the ordinary acceptance of the word, but his transactions on the Stock Exchange were, of course, on a very large scale, and he was deservedly popular with stockbrokers, because he insisted on paying a commission of 10s per £100. He was probably among the largest lenders of money at Stock Exchange settlements.

In addition to his holdings of securities he owned a great deal of valuable City property, including Finsbury House and Basilston House, in Moorgate-street. His only surviving son, Mr. Walter Morrison, who is still a director, and was for many years chairman, of the Central Argentine Railway Company.

Another account says:—  
Until his death, few people outside the City and the Berkshire village had ever heard of this man of millions. Inheriting a million from his father, who had come down from Scotland with only a few shillings in his pocket, and who had built up this fortune as a "general draper," Charles Morrison, the son, had made the business of his life to go on adding money to money, by investing here and investing there, by buying up properties of increasing value, by lending money, on safe securities, to Foreign Governments and great companies at home, by watching, quietly through the years, the steady way in which money breeds money, and millions are multiplied by millions. With this almost incredible wealth Charles Morrison might have taken a great lead in public life; he might have become world-renowned as a great philanthropist; he might have given his money to the support of the arts, to the relief of the poor, to the improvement of the race; he might have been a peer of the realm; he might have made or ended wars by offering or refusing loans by which war alone is possible.

WATCHING HIS MONEY GROW.  
But he did none of these things. He just went about, a shabby old man, never taking a cab when he had strength to walk, unknown to those who rubbed shoulders with him, unapproached even by the professional beggars who knew nothing of his wealth, and sitting nearly all his life in his City offices, now at Basilston House, E. C., watching his money grow, like a fowler waiting for a golden snipe about him, in which at last he died.  
In the churchyard on the day of the funeral were a group of his tenants. They knew very little about him. They had always been interested in that tall lean old man who sometimes shuffled by, and they were amazed that he had only left £12,000,000. They had an idea that he was worth £20,000,000. He had no laws in his park; the hay was valuable. Yet when any trouble arose with his agents, to whom he left the care of the estate, and when any tenant, picking up courage, approached him, he was ready to fight a duel. He would stand up on an order to have this or that put right, and his word was law. They do not complain of him as a landlord, but he always held aloof, and he seemed to them always a man of mystery absorbed in his money affairs.

Self-absorbed as he seemed to these men and women, who missed the geniality of the ordinary squire, he had other interests. He bought pictures, for instance, and had several Van Dyckes, and a magnificent Rembrandt, and one of the greatest pictures of Jan Steen. He was also a great reader in French as well as English literature.

But he lived a lonely life, chiefly in the City, always busy with his loans and securities and investments, and to-day, on the day of his funeral, the only interest the world has in the death of a man so little known to fame, was to discover how he had disposed of his wealth.

## THE LATE BISHOP HOARE.

A very interesting ceremony took place at Ningpo on Monday last, the 14th instant, when the foundation stone of the Bishop Hoare Memorial Chapel was laid by the Right Rev. Bishop Molony. The weather was very inclement, rain falling incessantly, but notwithstanding this, fully 250 people were present, prominent amongst them being, H. B. D. Consul, Mr. L. H. Barr, Mr. Bertrand Tarant, architect representative of Messrs. Howard, Erskine & Co., the contractors, Rev. W. S. Moule, supported by several of the Chinese clergy, officiated, and in the course of a very impressive address, explained the object of the work. The service was in Chinese and was a translation of the Canterbury Diocesan service used in the observance of such ceremonies. As a memento of the occasion, Bishop Molony was presented with an elaborately framed silver and enamel, executed in oak and silver, and bearing the inscription, "Presented to the Right Rev. (J. J. Molony, D.D., Bishop of Chingking, on the occasion of the laying of the foundation stone of the Memorial Chapel to Bishop Hoare." The service was afterwards partaken of by those assembled. The style of the building is a free treatment of late Gothic, and the fabric is of dressed Ningpo stone with brick and rough cast. The roof is of Chinese design surrounded by a small bell-fiche. There is a small chapel and a nave capable of seating 150 students with stalls for twelve masters.—N. C. Daily News.

## THE DERBY.

Most of the Home papers of May 27th have a leading article congratulating H. M. the King on winning the Derby. The following is from the London Daily Telegraph:—

The King has won the Derby. Whoever Englishmen are gathered together, whether at home or in the uttermost parts of the earth, that simple announcement will be read with the liveliest pleasure. Even those who know nothing of racing, who never go near a meeting, and in whom the shout of "Winner!" in the steeplechases neither thrill of curiosity nor hope of gain, will be frankly delighted that the King's horse has so gallant and hard-fought a victory yesterday in the race which still confers, beyond all challenge, the faded Blue Riband of the Turf. It is not, of course, the first time that the King has led in a Derby winner before a tumultuously cheering throng; he did so with Persimmon in 1896 and again with Diamond Jubilee in 1900. But it was the first time that he won as King of England, and it is the first time in the history of the great race that a reigning Sovereign has seen his colours carried in triumph past the post. So it was a new record which was made yesterday, and made amid a scene of enthusiasm which was absolutely indescribable. Epsom Downs have witnessed many stirring sights, but it must have been the unanimous opinion of those who were present yesterday that never before can there have been such a tempest of "universal shout" as was raised when it was seen that the King's horse was sure of victory. As the leaders advanced by the winning post, tens of thousands of people, moved by one common impulse, swept into a compact mass before the grand stand, and cheered wildly and madly. Never has been witnessed a more popular victory. Losers forgot their losses, and winners their gains. The King's pleasure animated all that mighty multitude, and the success of Minerva was made the occasion for one of the most memorable outbursts of fervid loyalty which even his Majesty, used as he is to such scenes, can ever have witnessed. And, impossible as it is to picture in mere words the sudden transformation into enthusiastic loyalists of tens of thousands of chance individuals, collected in one place to spend a pleasant day, yet even the baldest account cannot fail to communicate something of the excitement which thrilled that enormous concourse, and turned Derby Day into a magnificent demonstration of popular loyalty to the Crown and popular affection for its present wearer.

We hope the Royal family of England will long continue to identify themselves, as King Edward so long has done, with the national sports and recreations of the English people. Among them racing takes the premier place. It has its hostile critics, because it has its acknowledged evils. But the Turf is still, to use the time-honoured phrase, the sport of Kings, and the English Turf is a splendid historical institution which well deserves the patronage and support of the highest in the land. Many of his Majesty's predecessors were ardent supporters of racing, the example of Charles II., who was the first King of England to enter and run horses in his own name, was followed by most of his successors, even as it had been anticipated by the great Protector and strenuous Puritan, Cromwell himself. It has fallen to the King's lot to win, during a racing career now extending over more than thirty years, most of the great "Classic" races. As Prince of Wales he won the Derby, the St. Leger, and the Grand National, and from time to time his horse has carried off the chief trophies at Ascot, Goodwood, Newmarket, and Manchester. Like every other owner, his Majesty has had his spell of bad luck—some times prolonged to an extent which would have disheartened a less patient and devoted lover of horses. But bad years are all in the game of horseracing, and there is notoriously no sport in which Fortune is more capricious in the distribution of her favours or more arbitrary in the cruel disappointments she sometimes inflicts. However, his Majesty is not likely to have any quarrel with Fortune now that he has attained three times to that supreme goal of racing ambition, which some of the most tireless patrons of the Turf have striven to reach in vain. The triple crown of three Derbys has, we believe, only twice been surpassed since the race was instituted in 1780, by Sir Joseph Hawley, who won his last Derby in 1868, and by the late Duke of Westminster, who gained the prize with such famous horses as Bend Sin and Ormonde. He left over to his son, the King, the memorable victories in 1894, 1895, and again in 1903. But, after all, the important fact of yesterday was not that Minerva beat Louviers by a long head or a short. He may be an exceptional horse or he may not. Derby winners, like Senior Wranglers, sometimes enjoy a brief flash of glory and then are no more heard. The event of yesterday was not the King's victory, but the positive declaration of enthusiasm which it aroused. It was a declaration which the King, a mighty, singular and unique figure in the history of England, a ruler and governor over a willing people. A Derby day crowd on Epsom Downs, representing almost every class in the community, the extremes of wealth and poverty, and all the infinite gradations between, is no bad microcosm of the English nation and the echoes of its cheers of yesterday will be heard under many skies.

## INDIANS AND THE CROWN COLONIES.

The Committee under Lord Sanderson which was appointed early in March to inquire into the question of Indian emigration, in an endeavour as far as possible to remove the serious difficulties which have arisen as to the employment of Indians in certain portions of the Empire, has already, Reuters's Agency learns, taken a large quantity of evidence as to the Fiji, British Guiana, and Straits Settlements, and Jamaica. Arrangements have been made for the attendance of witnesses who will come to this country from the Crown Colonies as from India. Evidence is being taken not only from Governors and Administrators, but also from planters, merchants, and others. The Committee sits three times weekly, and so much work has to be done that it will probably not conclude its labours till late in the summer or possibly the early autumn.

## LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. E. F. Ferdinand left Shanghai for this port on the 21st instant, and is here on the 24th inst.

The C.P.R. str. Empress of Japan arrived Kobe at 10 p.m. on the 18th inst., and left again at 5 p.m. Saturday for Shimoda where she was due to arrive at noon on the 20th instant.

The S.K. ex C.P.R. str. Empress of India which left Hongkong on the 22nd ultimo, and Yokohama on the 1st instant, arrived in New York on the 15th instant, thus making a transit of 23 days from Hongkong and 18 days from Yokohama.

The N.Y.K. str. Takasaki Maru (Bombay Line) left Kobe for this port via Moji on the 21st instant, and is expected here on the 29th instant.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 21st at 6.10 p.m.—Order issued to hoist the Black Cone point downward (indicates a typhoon to the South of the Colony).

On the 22nd at 11.45 a.m.—The barometer has fallen a little in the neighbourhood of Hongkong and in Annam, and risen slightly elsewhere, except over N.E. Japan.

The depression, which is situated to the S.W. of Hongkong in about 19° Lat., appears to be moving slowly Westwards.

Pressure remains high over the Pacific to the S.E. of Japan, and it is in moderate excess of the normal over N. China.

Fresh N.E. winds may be expected in the Formosa Channel and rough weather over the N.W. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood E. winds, strong; squally, showery.

Formosa Channel N.E. winds, fresh.

South coast of China between Hongkong and Lamochs. Same as No. 1.

South coast of China between Hongkong and Hainan. N.E. gale.

## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "ABRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 21st June, 1904. [875]

S.S. "ARMAND BEHIC,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charon" from Havre ex s.s. "Charon" from Bordeaux ex s.s. "Villo de Lilla" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whomever delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 28th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th June, or they will not be recognised. All damaged packages will be examined on MONDAY, the 28th June, at 3 P.M.

No Fire Insurance has been effected. P. DE CHAMPORIN, Agent.

Hongkong, 21st June, 1904. [2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH,"

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whomever and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th June, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st June, 1904. [876]

Cutler, Palmer & Co.'s



SHIPPERS  
Cutler, Palmer & Co., London.

AGENTS  
SIEMSEN & CO.,  
HONGKONG.

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903 £18,114,624.

Authorised Capital ... £3,000,000  
Subscribed Capital ... £2,750,000  
Paid-up Capital ... 687,500 0 0  
II. Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1903. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [415]

SUN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

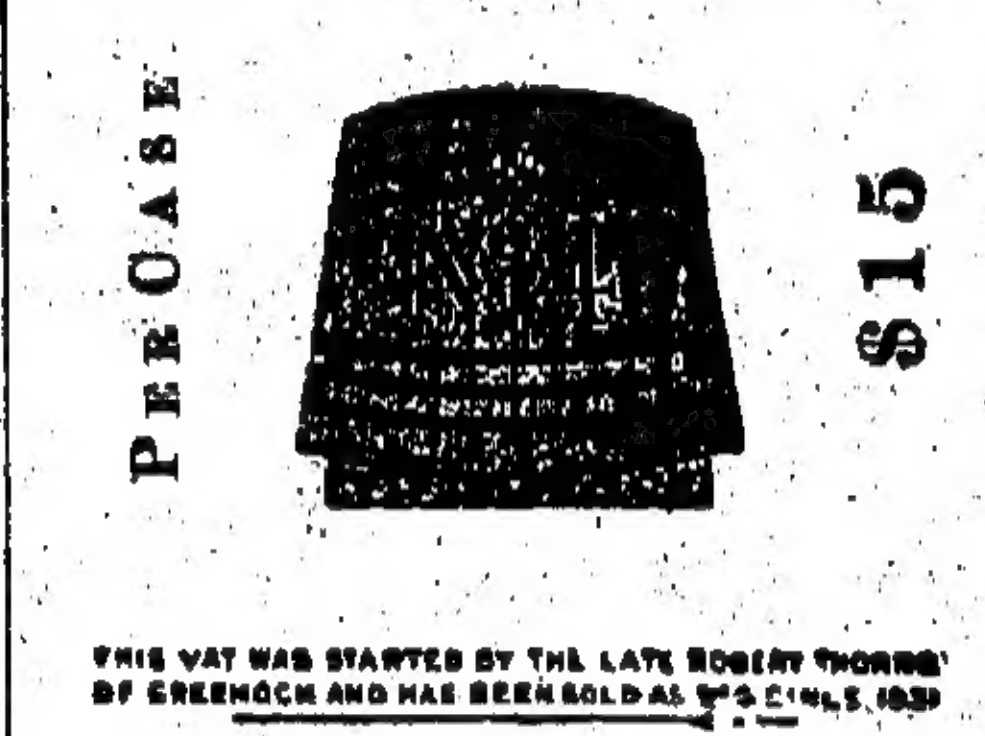
TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [504]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [585]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet  
Length on Blocks ... 724  
Width of Entrance on Top ... 964  
Width of Entrance on Bottom ... 884  
Water on Blocks at Spring Tide ... 344

DOCK No. 1.

Extreme Length ... 523 feet  
Length on Blocks ... 513  
Width of Entrance on Top ... 88  
Width of Entrance on Bottom ... 77  
Water on Blocks at Spring Tide ... 64

DOCK No. 2.

Extreme Length ... 371 feet  
Length on Blocks ... 350  
Width of Entrance on Top ... 66  
Width of Entrance on Bottom ... 53  
Water on Blocks at Spring Tide ... 22

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [605]

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 451 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. R. HART.

An description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to Friends at Home.

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S.S. "ST. PATRICK" About 13th July.  
For Freight and further information  
apply to— SHEWAN TOMES & Co.,  
General Agents.  
Hongkong, 3rd June, 1909. [855]

On Sale at the "HONGKONG DAILY PRESS"  
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**NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
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FOR.	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA ... ..	"CALEDONIEN" Capt. Bruno	On 5th July, P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelotti	On 6th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA ... ..	"ERNEST SIMONS" Capt. Girard	On 19th July, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 P.M.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
SHANGHAI.

FOR.	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIEN" Capt. Bruno	On 5th July, P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelotti	On 6th July, 1 P.M.
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MARSEILLES, VIA PORTS	"ARMAND BEHIC" Capt. Lantoni	On 20th July, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

**P. DE CHAMPMORIN, AGENT,**

Hongkong, 23rd June, 1909. Queen's Building. 2



## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	6 P.M., 24th June	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 26th June	See Special of Call.
LONDON and ANTWERP	NAMUR	About 30th June	Freight and Passage.
ANG, COLOMBO	Port	June	Freight and Passage.
SAID and MARSHALLS			
SHANGHAI, MOJI, KOBE	SARDINIA	About 2nd July	Freight and Passage.
and YOKOHAMA		July	Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 22nd June, 1909.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 23rd June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 24th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 25th June, 4 P.M.
SHANGHAI	"CHENAN"	On 27th June, 4 P.M.
MANILA	"TAMING"	On 27th June, 3 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 29th June, 4 P.M.
CEBU and LOILO	"SUNGKIANG"	On 30th June, 4 P.M.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
MANILA	"LINAN"	On 4th July, 4 P.M.

MANILA ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LENTAN" and S.S. "SANUT".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Wed. day, 23rd June, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed. day, 23rd June, 4 P.M.
SHANGHAI	"KWONGSANG"	Friday, 25th June, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Friday, 25th June, Noon.
MANILA	"LOONGSANG"	Friday, 25th June, 4 P.M.
MOJI & KOBE	"PAUSANG"	Sunday, 27th June, 4 P.M.
MANILA	"TUENSANG"	Friday, 2nd July, 4 P.M.
SEHAI, YOKOHAMA, Kobe & Port	"NAMSANG"	Saturday, 3rd July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOSANG"	Tuesday, 6th July, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

DOUGLAS STEAMSHIP CO.,  
LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED. DAY, 23rd June, at 2 P.M.
"HAITAN"	SWATOW, AMOY & FOCHOOW	FRIDAY, 25th June, at 2 P.M.
"HAIYAN"	SWATOW, AMOY & FOCHOOW	TUESDAY, 29th June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 23rd June, 1909.

## HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SLAVONIA ... 2nd July	S.S. SILVIA ... 25th June
S.S. C. FEED. LAEISZ ... 10th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. ANDALUSIA ... 18th July	S.S. SITHONIA ... 1st July
S.S. SAKONIA ... 28th July	FOR HAVRE, BREMEN & HAMBURG:
S.S. DORTMUND ... 10th Aug.	S.S. SCANDIA ... 2nd July
S.S. SPEZIA ... 18th Aug.	FOR ROTTERDAM & HAMBURG:
S.S. JILYRIA ... 28th Aug.	S.S. ISTRIA ... 20th July
S.S. AMBRIA ... 31st Aug.	FOR HAVRE & HAMBURG:
	S.S. BRASILIA ... 22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong, 22nd June, 1909.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
MARSEILLES, HAVRE, COPEN-	"NIPPON"	23rd June.
HAGEN and GOTHENBURG		
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST.	"SIAM"	Middle of July.
PETERSBURG		

For Further Particulars apply to

MELOCHERS & CO.,  
AGENTS.

Hongkong, 11th June, 1909.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG & CALCUTTA.	SADO MARU	6500	WED. DAY, 23rd June, at 5 P.M.
PORE, PENANG & CALCUTTA.	BINGO MARU	6500	WED. DAY, 7th July, at Daylight
COLOMBO, and PORT SAID.	Capt. A. Christensen,		
VICTORIA, H.C. and SHANTUNG.	TANGO MARU	8000	TUESDAY, 6th July, at 4 P.M.
SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	AKI MARU	7080	TUESDAY, 20th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KUMANO MARU	6000	FRIDAY, 9th July, at Noon.
Kobe and YOKOHAMA	YAWATA MARU	5000	FRIDAY, 6th Aug., at Noon.
BOMBAY via SINGAPORE	AWA MARU	6500	FRIDAY, 25th June, at 5 P.M.
and COLOMBO	TAKASAKI MARU	5000	TUESDAY, 29th June, at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU	5000	WED. DAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU	9000	FRIDAY, 30th July, at 5 P.M.
SHANGHAI and KOBE	TOKOMI MARU	4000	SUNDAY, 4th July.

\* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—  
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASSE)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.
ATSUTA MARU	(Capt. WM. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

## CHEAPEST ROUND TRIPS

BETWEEN  
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,  
MANAGER.

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## THOS. COOK &amp; SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,  
HONGKONG.

Japan Office:—

14, WATTE STREET,  
YOKOHAMA.

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## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJILATJAP	JAPAN	Second half of June	JAVA	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG	JAPAN	First half of July	JAVA	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.  
Hongkong, 12th June, 1909.

Telephone No. 375.

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## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

R. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Buildings.

Hongkong, 5th May, 1909.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. Yamamoto,	6,178	SATURDAY, 3rd July.
	"FITZPATRICK" Capt. ...	4,416	SATURDAY, 31st July.
	"SEATTLE MARU" Capt. ...	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage.

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SWATOW, AMOY, ANPING	"SOSHU MARU" Capt. K. Sugi	THURSDAY, 24th June, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU" Capt. Y. KAWABAKI	TUESDAY, 29th June, at 10 A.M.
SWATOW, AMOY, FOCHOOW & SHANGHAI	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 1st July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

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THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON

AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this

for Bombay, &amp;c., on SATURDAY, the

26th June, at Noon, taking passengers

and cargo for the above ports in connection

with the Company's s.s. "CHINA," 8,000

tons, from Colombo, passengers accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valuables, all cargo for France and

Tea for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London,

other cargo for London, &amp;c., will be conveyed

via Bombay by the R.M.S. "HIMALAYA" due

in London on the 8th August, 1909.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 13th June, 1909.

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## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in China and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL &amp; CO., LIMITED.

General Agents for China and Japan:  
Hongkong, 4th August, 1898.

## MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA,

OCHI, MINABE, HOJO, NAMAZUTA,

SAYO, SHINNEW and KAMITAMADA,

Collieries



